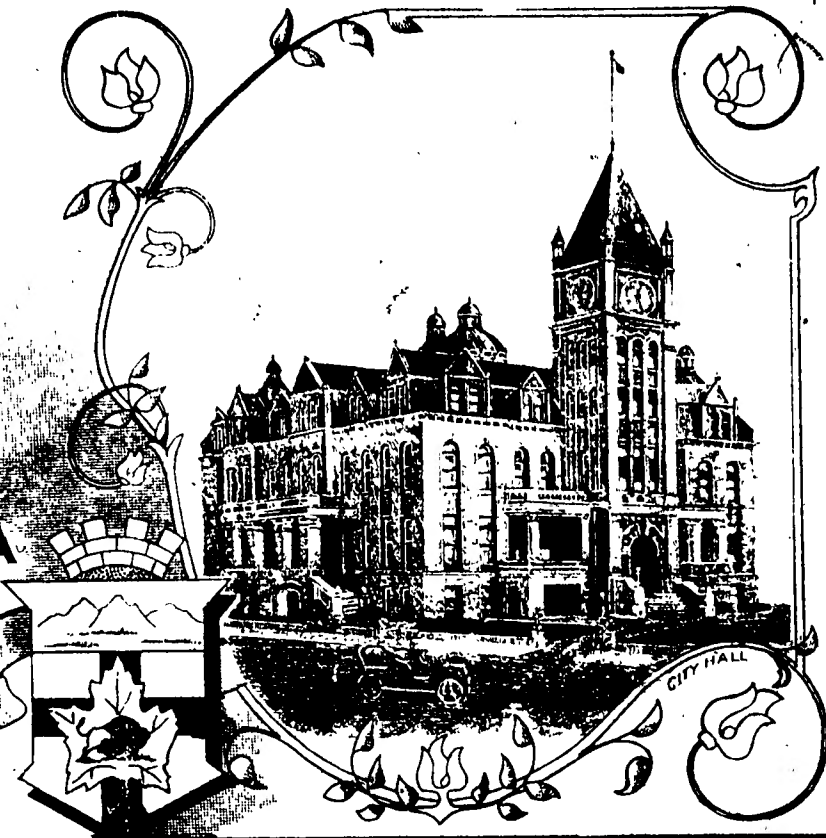
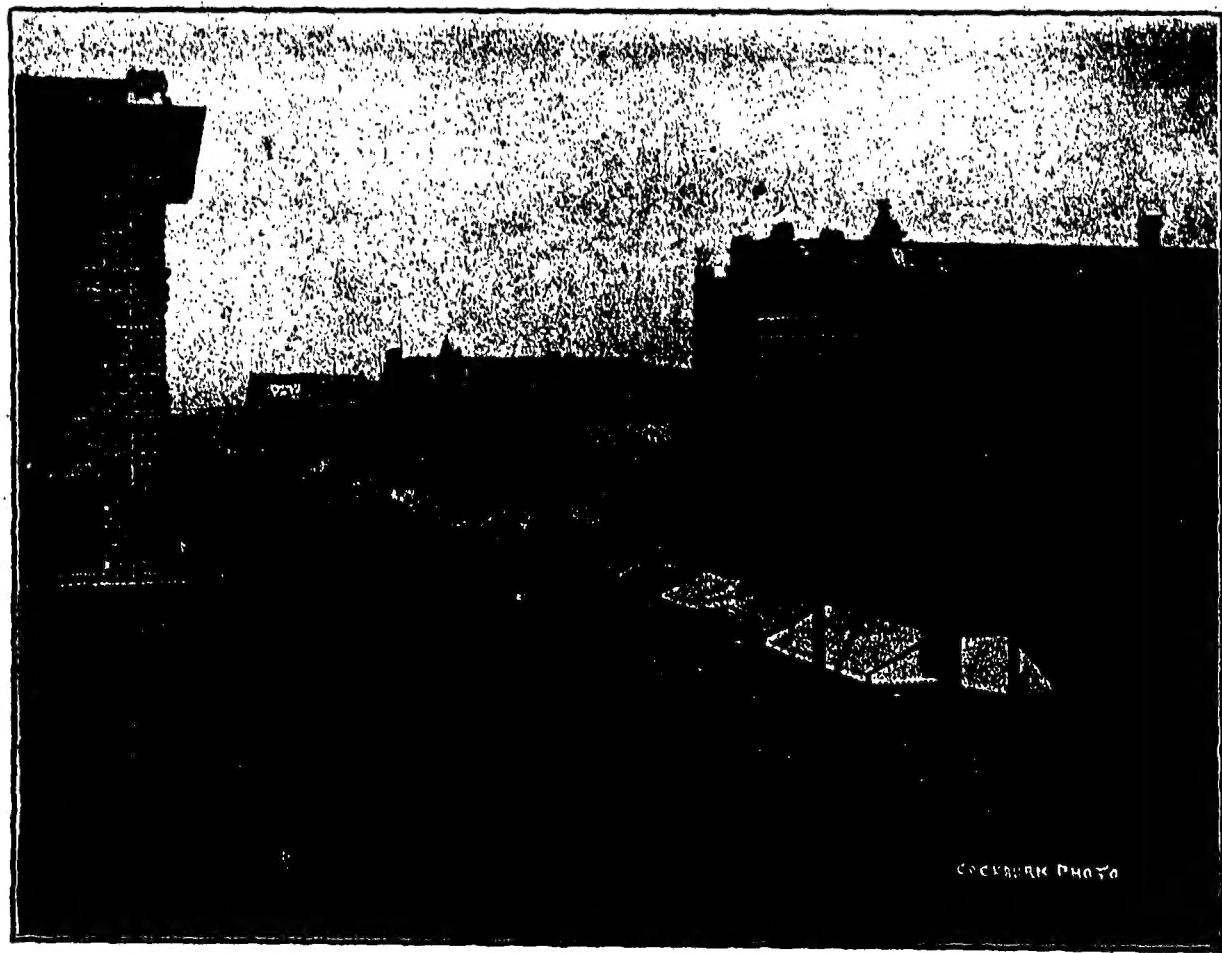


Calgary
ALBERTA
COMMERCIAL
METROPOLIS
OF
WESTERN CANADA

Population 1907 21,000

Hammond Litho Co., Calgary, Alta.





COCHISE PHOTO

Eighth Avenue, Looking West.

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Calgary + Alberta + Canada

And Surrounding District

Written by E. L. RICHARDSON, and containing Authentic Information on the Climatic, Agricultural, Manufacturing, Educational, Commercial and Industrial Conditions.

This Article won the First Prize Fifty Dollars in Gold in the Essay Contest conducted by the Hundred Thousand Club of Calgary, January 1st, 1907.

THE ideal climate of the Calgary district comprises as many beautiful, bright, cloudless days as any locality can possibly have, and still produce abundant crops. "Sunny, Southern Alberta" is not a name only, but an actual reality. Ours is doubtless the most healthful climate in Canada. With an altitude of from 3,000 to 3,500 feet, almost continuous sunshine, cool summer nights, no oppressive eastern heat during the day, a delightful fall, and an extremely moderate winter, Calgary's climate stands peerless.

Our beautiful winter weather is largely dependent upon the warm "chinook" winds, blowing from the region formerly inhabited by the Chinook Indians, on the banks of the lower Columbia River.

A gale from the north may blow for a day or two, accompanied by powdered snow, and the settlers from the east immediately think winter has come in earnest. Then the north wind lulls, a western breeze arises, and but a few hours suffice for a miracle—the disappearance of the snow and a complete change of weather. Wheels are used during the entire year; sleighs only in occasional seasons for brief periods. In January and early February, there are short periods of cold, sharp weather. Winter generally breaks up in March, with a warm wind from the west, the beginning of spring. The early spring flowers appear in March. May is usually fine, warm and bright; June and earlier July, rains; the remainder of July, August, September, October, and generally November, warm and dry. The summer, July to September, is characterized by hot days and relieved by a never-failing

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breeze, and cool nights, but the warm, golden days of autumn, often lasting well into December, are the glory of the year. The average temperature and rainfall at Calgary for each month for the past eight years is shown in the following statement:—

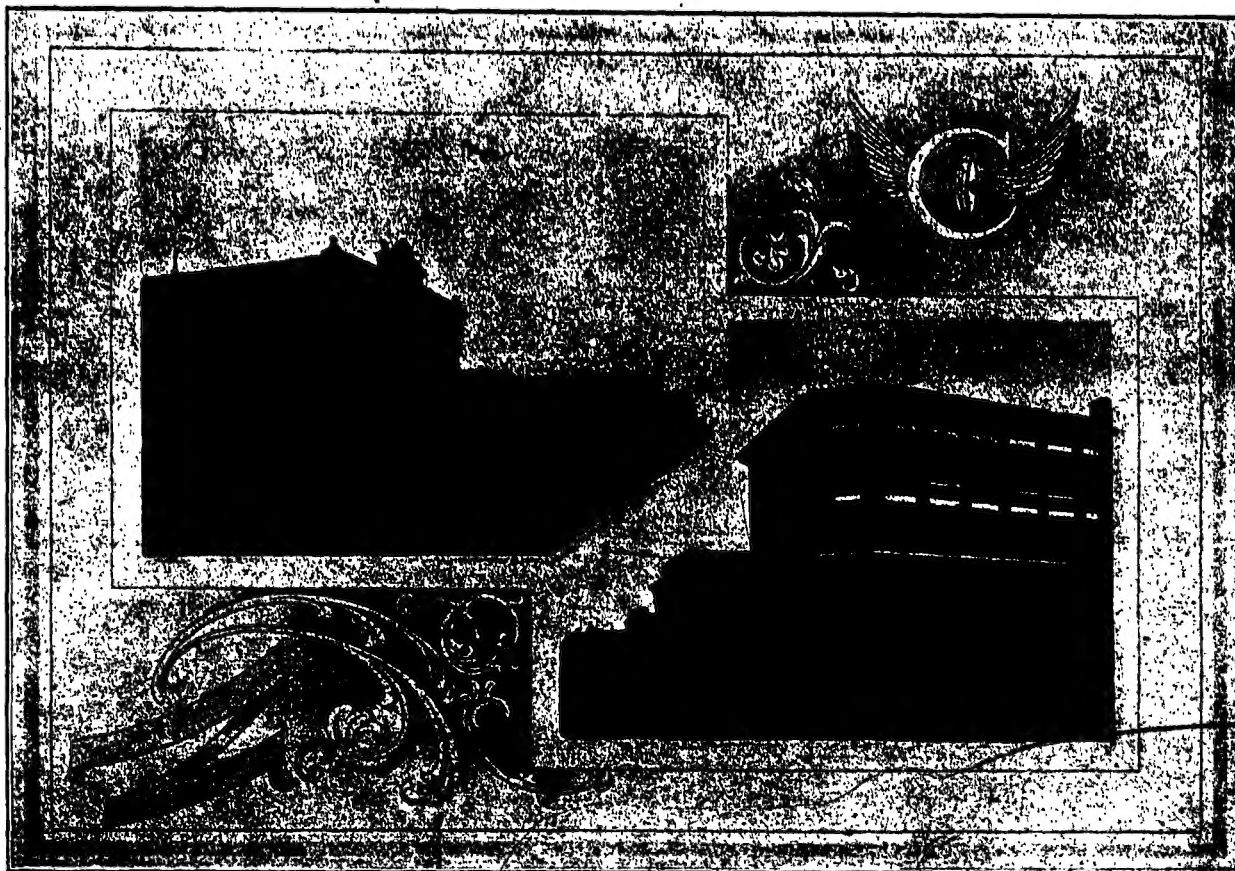
	Av. Temp.	Av. Rainfall.		Av. Temp.	Av. Rainfall.
January	20.7	.25	July	59.6	2.96
February	11.6	.45	August	57.1	3.85
March	21.5	.84	September	50.0	1.64
April	30.1	.44	October	41.1	.43
May	48.3	3.31	November	27.6	.69
June	53.4	4.98	December	35.1	.37

The average daily temperature for the last eight years was 37.4, and the average yearly rainfall for the same period was 20.21 inches.

According to the Dominion Government statistics the average temperature from the months of November to March, inclusive, from 1898 to 1904, was 16.1 at Edmonton, and only a shade under 20 degrees at Calgary.

Cheap land, productive land, and an almost unlimited supply, a most favorable climate, and an intelligent and energetic class of settlers, are important factors in the agricultural possibilities of the Calgary district. From an agricultural standpoint, the country surrounding our city cannot be surpassed in Alberta, and the unprecedented rush for Alberta lands is an evidence of their quality.

A comparison of yields of the various kinds of grain grown in the Calgary district with the yields obtained in other portions of Alberta is possibly the fairest method of demonstrating the agricultural possibilities of the district referred to. The most accurate way of making such comparison is by making use of The Crop Bulletin, published by the Alberta Department of Agriculture. It is impossible to obtain statistics relating to the crop of 1906 for at least two or three months, but it is generally conceded that the yields of grain for the years 1905 and 1906 will average about the same. Each thresher operating in the Province of Alberta is required by law to make a return to the government at the end of each year, showing the number of bushels as well as the average yield per acre of the various crops threshed at each farm. He must also give the location of the farm and the acreage under cultivation to the various crops. The Government supply the books for making these returns; keep a careful list of all threshing machine operators, distribute premiums to those who comply with the regulations, and enforce the penalties against those who do not. These Crop Bulletins, therefore, show accurate returns, not estimates. Now for the figures:—



In 1905, within a radius of 50 or 60 miles of Calgary, commonly called the Calgary district, the average yields were: Spring wheat, 28.95; winter wheat, 31.12; oats, 44.16; and barley, 30.52. No other part of Alberta equals these yields, with the exception of barley, in which Innisfail district exceeded this yield by nearly two bushels.

The following statement shows how our yields compare with those of the Edmonton district for the past three years (widely advertised as the best crop producing district of Alberta), also from government returns:—

1905.			1904.			1903.		
Edmonton. Calgary.			Edmonton. Calgary.			Edmonton. Calgary.		
Spring wheat	24.57	33.92	Spring wheat	17.47	33.22	Spring wheat	16.53	19.04
Winter wheat	25.89	32.18	Winter wheat	33.22	33.22	Winter wheat	16.53	19.04
Oats	35.95	43.41	Oats	29.65	39.79	Oats	29.71	37.41
Barley	24.73	32.01	Barley	25.19	31.42	Barley	24.73	24.75

It will be noticed that in every instance our yields are highest.

The growing of the famous Alberta hard winter wheat has been the most remarkable feature of Southern Alberta agricultural development during the past three years. For the growing of hard winter or spring wheat, our prairie country is much preferable to the northern part of the province, which is brushy and wooded. Last season only six carloads of wheat were sold north of Olds that graded higher than No. 2 Northern, while the average run of wheat produced in Southern Alberta exceeded that grade.

Alfalfa, one of the most valuable foods for all classes of live stock, grows well in this locality. While it is not yet grown in large quantities, it will doubtless be in a very short time. The writer last fall drove out to the east side of our city and brought home a buggy full, which he found growing on the prairie without irrigation, or even cultivation, as the seed had only dropped on the prairie. Timothy and brome grass also produce good crops here.

The growing of sugar beets has proven very successful in Southern Alberta, where there is a million dollar sugar beet factory in operation. The saccharine contents of Southern Alberta grown beets is from 15 to 18 per cent., and a strong Michigan firm is now figuring on building a large sugar factory either at Calgary or to the east of the city. Vegetables and small fruits also do well in the Calgary district.

It will be evident to the most casual reader that the agricultural possibilities of the Calgary dis-

trict are extremely bright, and yet the subject has not been by any means exhausted. For instance, the yields referred to are from threshers' measure, and not by weight. Alberta grains invariably weigh considerably over the standard, thus giving our larger yield an additional advantage, as the grain is sold by weight. The crops in this district were all grown without irrigation, and the average rainfall for the past ten years has been 19.75 inches, only one inch less than the largest rainfall at any one point in Alberta, not including Banff, which is in the Rocky Mountains.

If this district produces the largest yields of grain of any place on the American continent without irrigation, how much greater our yields will be on the completion of the gigantic Canadian Pacific Railway

Irrigation Project

This irrigation scheme is the largest on the continent. It includes a block of three million acres of land, of which a million and a half can ultimately be irrigated. The cost of the undertaking will be approximately \$5,000,000.00. The Western Section of the project, comprising about 350,000 acres, is now ready. It contains miles of main canals, 150 miles of secondary canals, and 800 miles of distributing ditches. The water is supplied from the famous Bow River, which is tapped just to the east of the Calgary City limits, and which has a flow of from ten to forty thousand cubic feet per second during the irrigating season. One cubic foot per second is supplied for each 150 acres from the 1st of May to the 1st of October, and this supply is regulated by the Dominion Government. The rate charged for water is 50 cents per acre for the irrigated portions, and the land sells at from \$12 to \$25 per acre, which is the range of prices for land in other portions of our district. Thus we have the cheapest irrigated lands in America to-day, and the lands that are producing the greatest crops without irrigation.

Stock Raising

The Calgary district is not only famous for grain growing. There can be no doubt that it is one of the finest live stock producing districts now available for settlement. The valuable properties of the natural grasses on the prairies are preserved by rapid drying under the hot sun, and thus what appears brown and uninviting in the autumn may be most fit for winter grazing, and with a light covering of dry snow to aid digestion will produce a good, fat beef. Unless crusted, snow is no detriment to the feeding of stock. Most grasses on the dry plains, with the exception of those which



DAILY SHIPPING SCENE - CALGARY

have running root stocks, may be said to be "bunch" grasses. The great herds of horses, cattle and sheep that range on the plains of Central Alberta, subsist during the winter as well as summer on these nutritious, naturally cured grasses, and in ordinary years come out of winter quarters, having had no artificial shelter of any kind, in first class breeding condition. Of course, the prudent farmer will always take the precaution to cut a quantity of hay upon which to feed young and weak stock, should the winter be particularly severe. Rough sheds are sometimes provided for the nights, and the stock fed in the open prairie upon prairie hay, straw or green feed (oats, wheat or barley cut green and cured the same as hay). It is generally admitted that horses do quite as well ranging out during the winter as if they were fed, and the practice is, therefore, only to feed the young colts during the first winter.

The fact that horses without any protection, and sheep and cattle with only sheds for shelter, do as well in the Calgary district as they do in the stables in Northern Alberta, is another advantage in favor of the former in saving of labor, feed and expensive buildings. Diseases are kept down to the minimum by the dry air.

Poultry raising is a profitable industry here, as also dairying and hog raising.

Of the butter produced at the government creameries in Alberta between the years 1897 and 1905, inclusive, 78 per cent. was produced south of Red Deer and 21.2 per cent. north of that point, and there are as many creameries north of Red Deer as south, the total being 2,979,941 pounds.

As our best market for the majority of farm products is British Columbia and the Orient, the Calgary district is the most accessible to that market, and will always be, even when the new trans-continental railways to the north are constructed.

An Important Manufacturing Centre

With twenty-five manufactures already established, Calgary has a long lead as the manufacturing centre of the west. Our manufacturing industries are more numerous and important than those situated at all other points between Winnipeg and Vancouver. Other things being equal, or nearly equal, proximity to the consuming population is a vital consideration in successful manufacturing. That the bulk of Canada's consuming population will within a few years be located west of Lake Superior may be regarded as an inevitable result of the present enormous influx of settlers and capital.

in the west, and Calgary has the advantage of being a natural distributing centre to a country of which almost every acre is tillable.

Steam Power and Fuel

No point in the west equals Calgary as a fuel supply centre. Extensive coal beds surround this city on all sides, and coals are available ranging in quality from the soft lignites to the true anthracites. The Canadian Northern Railway is now hauling coal for its locomotives from the rich fields adjoining the city, and the Grand Trunk Pacific will also depend upon these deposits for its coal. Many Calgary industries are now using steam coal at a cost of \$2.50 per ton. The C. P. R. have large anthracite mines at Bankhead, only 80 miles west of the city, which insures a constant supply of hard coal. Soft coal is also mined at Blackfoot, Fish Creek, Sheep Creek and Knee Hills, all in the vicinity of Calgary. A railway to the latter point is projected. The Knee Hill is an excellent domestic and steam coal, and will no doubt be placed on the Calgary market at a very low price.

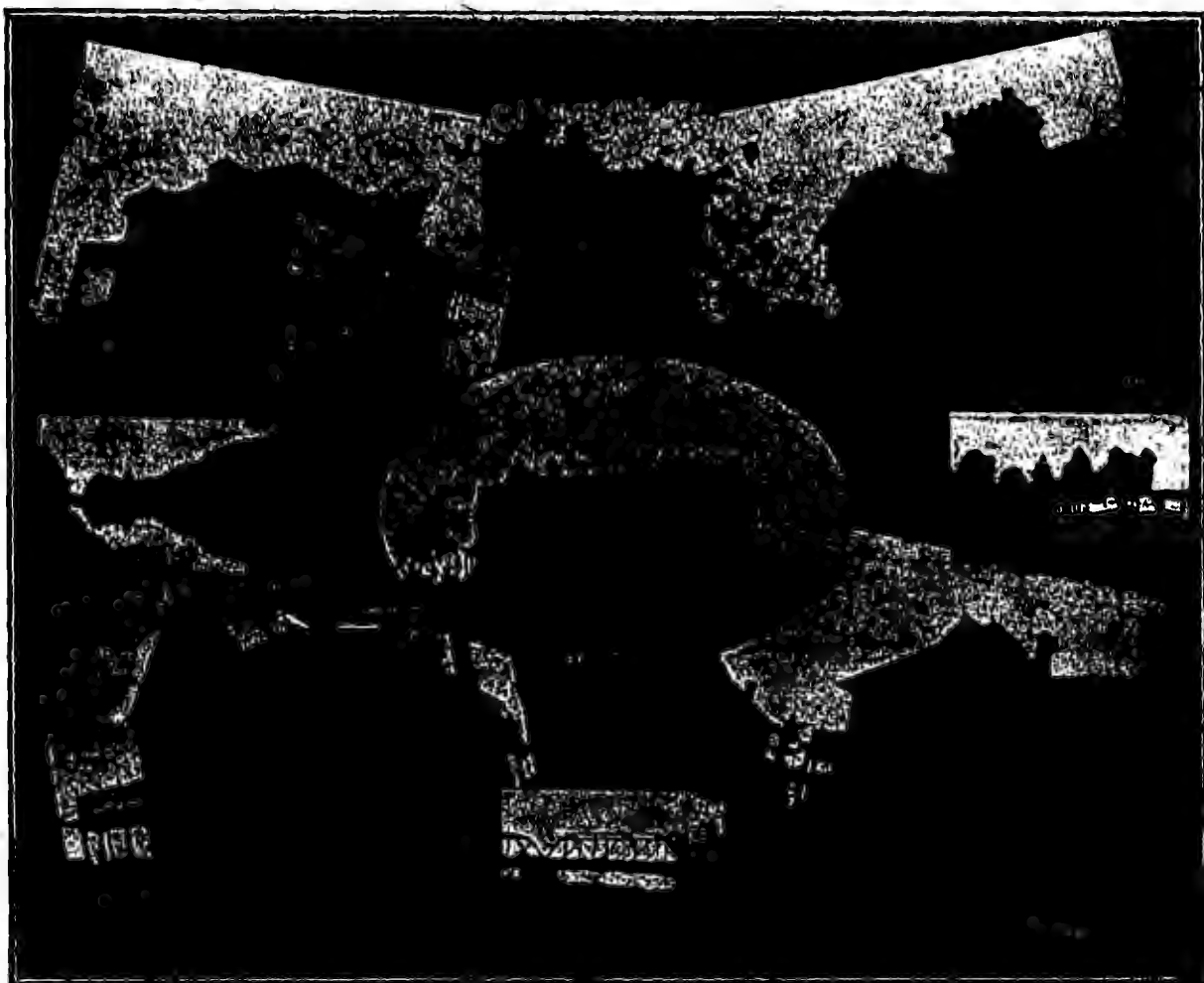
Electric Power

There is a municipal electric light plant, as well as a private company here. Light costs from 14 to 16 cents per watt hour, according to the amounts used, with 15 per cent. discount for cash. The base price for power is 12 cents per kilowatt hour, with discounts from 10 to 50 per cent., the 50 per cent. discount being reached when the power used costs over \$200 per month. Owing to the success of the municipal plant, the cost of light and power will shortly be reduced.

Raw Material

Raw material, such as hides, wool, sheep, cattle, hogs, marl for cement, lime, coal, lumber, grain, brick, clay, are to be had here.

Among Calgary's most successful and important industries may be mentioned P. Burns & Co.'s abattoir, Alberta Portland Cement Co., The Great West Saddlery Co., Calgary Brewing and Malting Co., Standard Soap Co., Calgary Milling Co., Western Milling Co., Brackman-Ker Milling Co., Cushing Bros.' Sash and Door Factory, Western Planing Mills Co., Eau Claire and Bow River Lumber Co.'s mills, Machine Shops, Woollen Mills, Calgary Iron Works.



Living is as cheap in Calgary as in many other portions of Canada, and labor can be as readily obtained. There are as many opportunities in Calgary to-day, as there were in St. Paul, Toronto, Chicago or Montreal a few years ago. The grist mill stage is now in the dim background.

A Railroad Centre

More railroads are projected into Calgary than to any point west of Winnipeg. Within two years it will be entered by the Great Northern, Canadian Northern, and Grand Trunk Pacific railways. It is a general divisional point on the C. P. R., and the lines for Edmonton and Macleod start from here. The annual pay roll of the C. P. R. at Calgary is considerably over a million dollars, and fully a thousand are employed, representing in itself a town of four or five thousand people.

The incoming freight between Jan. 1 and Nov. 30, 1905, at Calgary, compared with Edmonton and Strathcona combined, was in the proportion of 39.62 to 11.05 respectively, and the outgoing as 10.03 is to 3.77. It must be noted that stock shipments are credited to the original point of shipment, and if unloaded and re-shipped at Calgary, do not swell the Calgary figures. The passenger business at the same points during the same period shows to still greater advantage in favor of Calgary.

From the government surveys between Edmonton and Fort Simpson the distance is 64 per cent. greater than from Calgary to Vancouver, via the C. P. R. The distance from Winnipeg to Port Simpson, via Edmonton, exceeds the distance to Vancouver, via Calgary, by 27 per cent. Regina to Port Simpson, via Saskatoon and Edmonton, exceeds the distance to Vancouver, via Calgary, by 30 per cent. A railway from Battleford to Calgary (and no doubt one will be built long before the Grand Trunk Pacific reaches the coast) would give the route to Vancouver an advantage of 38 per cent. over the route from Battleford to Port Simpson, via Edmonton.

About forty million acres which were previously only considered fit for grazing are now proving most valuable winter wheat lands, of which about twenty-six million acres will, in time, be producing this crop. The bulk of this must be shipped to European and Oriental points as wheat or flour.

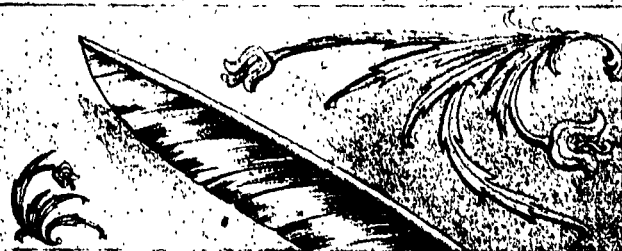
On the completion of the Panama Canal it will be cheaper to ship all freight west of Swift Current to Great Britain via Vancouver than via Fort William. Vancouver port is always open, whereas Fort William port is open only about 200 days a year. There are only 17 miles of adverse grades

for west bound freight to Vancouver. Good steam coal lies in unlimited quantities at convenient distances along this route, and it has an advantage of about 40 per cent. in cost of operation in winter over the eastern route, which means a marked saving in cost of transport. Circles drawn with equal radii with Vancouver and Port Simpson as centres, will demonstrate in a graphic manner the indisputable fact that for the portion of Alberta and Saskatchewan south of a line drawn east and west from Athabasca Landing, no other point at all equals Vancouver as a Pacific port. Circles of equal radii with Calgary and any other Albertan point as collecting or distributing centres, for goods from or for Vancouver, would demonstrate in an equally graphic manner that no other point can compete with Calgary. As for the Crow's Nest Pass, when the Columbian Western is extended through to Spence's Bridge, it would pay to ship freight from Frank via Macleod and Calgary to Vancouver, in preference to shipping direct from Frank to Vancouver. While the mountain summits on the Crow's Nest Pass are lower, there are more of them, and the hauling cost per ton is greater. The mileage on the former is also greater. A shorter, although higher, grade is more economically operated than a long one with lower summits, as the motive power can be concentrated. The 17-mile adverse grade on the C. P. R. main line is about a 2 per cent. grade. This can, and no doubt will soon, be reduced to a 1 per cent. grade.

With these facts before us, and the coming of three more railways in the near future, it is surely not presumptuous to state that Calgary is and will continue to be the most important railroad centre between Winnipeg and the Pacific coast.

Calgary from an Educational Standpoint

Our population has grown with phenomenal rapidity. Only 21 years ago Calgary's school children numbered 25, to-day there are nearly 2,000 names on the rolls—and yet the men responsible for our educational institutions have kept pace with the magnitude of their task. During the past year the number of teachers and scholars increased 25 per cent. The greatest improvements in the way of new buildings have taken place in the past three years, during which time Mr. R. J. Hutchings has been chairman of the school board. Our new Central School, which was opened on May 24, 1905 (cost about \$70,000), the South Ward School (cost about \$30,000), and the East Ward School (cost about \$30,000), the latter two of which are now completed, are built of solid Calgary sandstone, and would look well beside the best schools in our largest Canadian or American cities.



SOUTH WARD SCHOOL



CENTRAL SCHOOL



Schools and Colleges

There are now 12 public schools in Calgary, three of which are housed in rented buildings for the time being. Mr. H. R. Parker is principal and has a staff of 24 teachers, who are instructing about 1,600 pupils. These teachers have been selected with the utmost care from hundreds of applicants of high standing. The equipment is thoroughly up-to-date, and with the appointment of Dr. A. Melville Scott, of the University of New Brunswick, as superintendent, the schools of Calgary are now as well equipped and doing as efficient work as the schools of our largest cities. Manual training is also taught in our public schools under the direction of Mr. J. E. Runions.

The high school at Calgary is as complete in all the essential departments as any similar institution in the eastern provinces or states. Principal H. A. Sinnott, B.A., and his two assistants have about 70 pupils on the roll at present. The course includes all subjects usually taught in such schools.

The Provincial Normal School is at present housed in the assembly hall of the new Central School, and about 75 pupils are in attendance. Five or six teachers are here engaged. A beautiful new stone school is about to be erected, which when complete will cost at least \$150,000. It will be one of the best normal school buildings in Canada.

The Western Canada College for boys, under the active direction of Rev. Dr. MacRae, is a credit not only to our city, but to our province. About \$25,000 has already been spent on buildings, which are located in the south-western part of the city. The grounds comprise an area of 20 acres, which will be very beautiful indeed when the plans of the principal have been carried out. Already several hundred trees have been planted. The large new brick building is a very creditable one indeed, and will with the other buildings give accommodation to 150 students. At the present time 70 students are in attendance. The teaching staff includes four regular teachers, a music teacher, and a drill instructor. In this institution the students are prepared for the various universities. A complete commercial course is now being added, and it is expected that this college will gradually become a citizen's university.

St. Hilda's College for Girls has accommodation for about 35 resident students. At the present time there are 59 girls attending this institution, which includes 35 day students. Mrs. V. F. Gerrie Smith, the principal, has a regular staff of four teachers, not including four music teachers, who give lessons regularly at the college. The buildings occupied cost in the neighborhood of \$10,000, and the grounds cover half a block in the western part of the city. The same books are used here as are

used in the public schools, and the scholars are prepared for matriculation. They are also given instruction in physical culture and dancing. As an evidence of the standing of this institution, it may be mentioned that all the students in music who were examined by Messrs. Torrington and Tripp, of the Toronto Conservatory of Music, passed with honors.

The importance of the Convent will be understood when it is stated that at present there are no less than 235 students in daily attendance, 60 of these being resident pupils. Fourteen teachers are employed in art, music, and the regular educational work. The pupils can obtain first-class certificates here, and matriculation work will be undertaken at an early date.

Alberta's Commercial and Industrial Capital

It is not necessary to state that Calgary will be the commercial and industrial capital of Alberta. It is unquestionably so at the present time.

However dense the population of Western Canada may become, cities—big cities—will not be plentiful. Railway construction is preceding settlement, and the commanding geographical position of the embryo distributing centre, is clearly indicated. Here wholesale houses and industries naturally locate. Here they find they can most economically and efficiently serve the greatest possible area and population. Distributing centres every hundred miles or so, such as were established in the east, through force of necessity, prior to the advent of railways, will not be a feature of western development.

With the readjustment of freight rates out of Calgary in 1902, the erection of wholesale warehouses commenced, with the result that to-day we have at least eighty wholesale firms doing business here. What is still more gratifying, they are here not because of any special inducement having been offered them, but because they believed Calgary to be the best possible place from which to reach the consuming population of Alberta and Eastern British Columbia, and their enormous trade confirms this judgment.

The Alberta branch of the Commercial Travellers' Association is located here.

To use the words of the editor of The Monetary Times in a Nov. '06 issue, "the banking returns of a city are the surest thermometer of its commercial wealth. The establishment of a clearing house is the last proof that a city has finally passed from infancy into the region of steady adolescence." Calgary passed that stage in April last, when her first week's clearing house returns were

\$722,379. The percentage increase between an average week in May and October and May and November at the following points, is as follows:—

	May to Oct.	May to Nov.		May to Oct.	May to Nov.		May to Oct.	May to Nov.
	Per cent.	Per cent.		Per cent.	Per cent.		Per cent.	Per cent.
CALGARY	44	87.5	St. John, N.B. . . .	17	19.3	Quebec	12	26.2
Winnipeg	43	71.2	Hamilton	15	30.9	Halifax	10	10.2
Vancouver	38	50.2	Montreal	12½	20.3	London	1½	9.7
Ottawa	20.2-5	36.4	Toronto	12½	27.9			

Our October clearings were \$5,690,414 larger than Victoria, B.C., St. John, N.B., Lincoln, Neb., Davenport, Ia., London, Ont., etc., cities twice and three times its size.

Our October record was good, but in November the returns were \$6,945,854, just \$1,255,440 greater than the returns for October, and our returns for the week ending Dec. 6, were \$1,801,902.

Statements showing clearing house returns for the four weeks ending November 8, 15, 22 and 29, 1906, taken from Bradstreet's:—

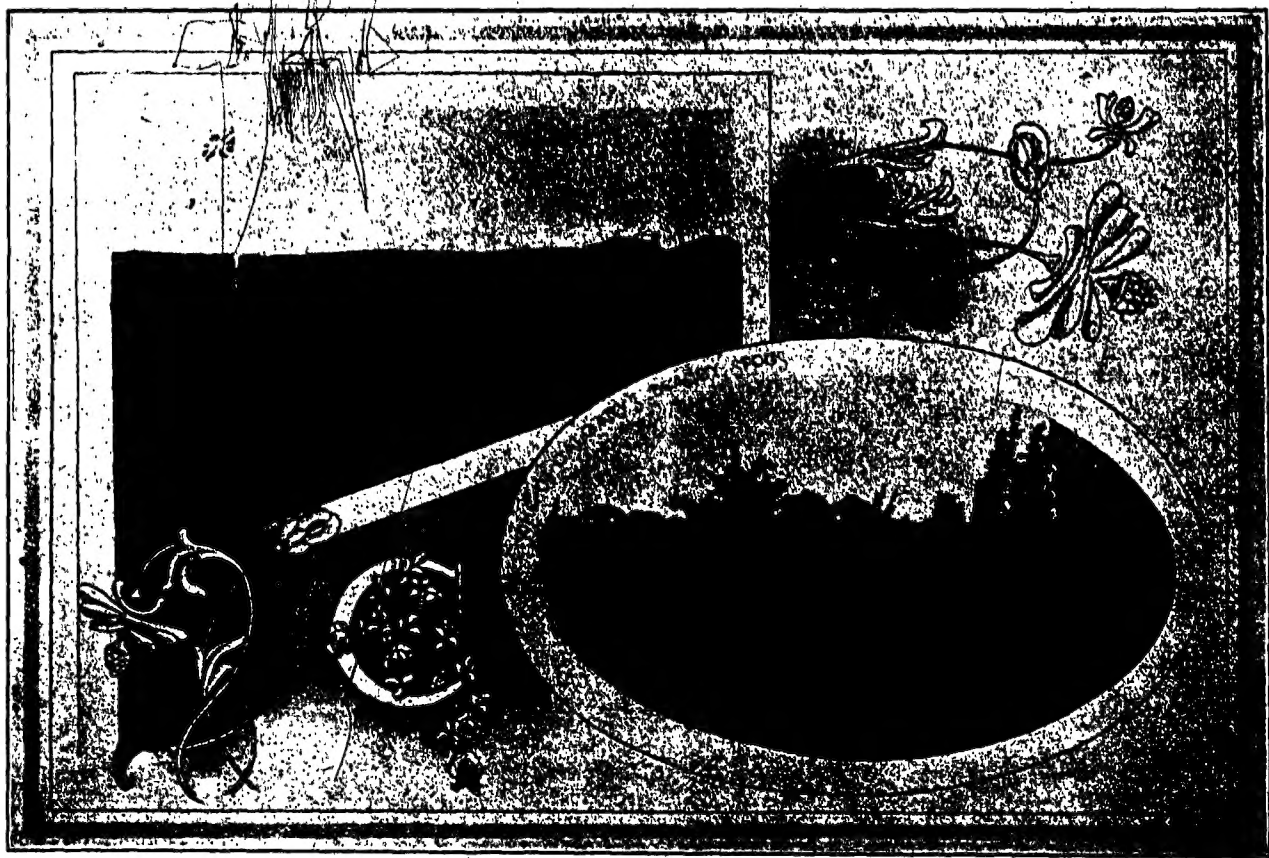
Name of City.	Est'm'd pop.	Clearing H'se ret.	Name of City.	Est'm'd pop.	Clearing H'se ret.	Name of City.	Est'm'd pop.	Clearing H'se ret.
Quebec	69,000	\$8,592,650	St. John, N.B. . . .	41,000	5,130,880	Kalamazoo, Mich. . .	30,000	3,935,170
Springfield, Mass. . .	74,000	8,113,487	Jacksonville, Fla. . .	44,000	4,999,355	Victoria, B.C. . . .	25,000	3,757,639
Syracuse, N.Y.	118,000	7,874,627	London, Ont.	43,000	4,983,366	Edmonton, Alta. . . .	12,000	3,432,334
Dayton, Ohio	93,000	7,417,229	Lincoln, Neb.	46,000	4,708,763	Springfield, Ill. . . .	42,000	3,008,523
Hamilton, Ont.	59,000	7,302,890	Davenport, Ia.	49,000	4,073,521	Rockford, Ill.	31,000	2,441,757
CALGARY, ALTA. .. .	17,000	6,420,276	Topeka, Kan.	39,000	3,936,927	Springfield, O.	38,000	1,562,825

Statement of Alberta's clearing house returns:—

	July.	August.	Sept.	Oct.	Nov.
Calgary	\$2,964,369	\$4,794,938	\$4,183,609	\$5,690,414	\$6,945,854
Edmonton	2,372,852	3,406,866	2,842,839	3,316,159	3,726,934
	591,517	1,388,072	1,340,770	2,374,255	3,218,920
Calgary's percentage increase	25.	40.7	47.1	71.5	86.6

(Monthly returns for July and August not published, figures for these months taken by weeks.)

It will be noticed that Calgary's returns were 25 per cent. greater than Edmonton in July, and increased steadily until they were 86.6 per cent. greater in November. The total Calgary returns from July to November were \$24,463,213, as against Edmonton's \$15,476,357, a total difference of 58.6 per cent. in favor of Calgary.



The value of buildings erected in 1905 is \$2,242,988, a million dollars more than in 1905.

In amount of express business, Calgary stands seventh in Canada; ahead of Vancouver, Halifax, Hamilton, St. John, London, Kingston, etc.

The freight distributed from Calgary in September, 1906, was 48 per cent. greater than Sept., 1905.

The inland revenue receipts at Calgary in Nov., 1905, were \$16,764, and in Nov., 1906, they were \$21,858.27.

The monthly customs house receipts in Oct., 1905, were \$19,217.82, and were \$35,651.33 in Oct., 1906, an increase of 85 per cent.; and were \$19,945.92 in Nov., 1905, and \$38,000.79 in Nov., 1906, or 91½ per cent. of an increase.

The customs receipts at various Alberta points between July, 1896, and 1904, were \$1,095,421.17; Edmonton and Strathcona furnished 16.9 per cent.; Macleod, 7 per cent.; Lethbridge, 13.9 per cent.; Medicine Hat, 5.9 per cent.; Cardston and Coutts combined, 20 per cent.; and Calgary, 35.4 per cent., as large a percentage as Edmonton, Strathcona, Medicine Hat and Lethbridge combined.

Calgary's gross postal revenue this year was \$53,408, or 32 per cent. of all Alberta. Edmonton's revenue was \$25,494, less than half of the revenue at Calgary, and 15.3 per cent. of Alberta. Last year Calgary's revenue was \$39,000, or 27.8 per cent. of the provincial revenue, as against Edmonton's 11.9 per cent., 70.5 per cent. of the business done in Alberta being done south of a line drawn half way between Calgary and Edmonton. Of the votes polled at the elections last November, 56 per cent. were south of the same line.

Several of Calgary's twelve busy banks employ from twelve to sixteen clerks each, and our stone business blocks, churches, etc., would do credit to Toronto.

Respecting the comparisons drawn between Calgary and Edmonton, I desire to say that they do not show that the latter city is not growing rapidly; the object of the comparisons is to show how much more rapidly Calgary is growing, and how far ahead it is of all western cities between Winnipeg and the coast.

In the face of the foregoing facts, it is reasonable to say that we are going to have a city of 100,000 population within a few years. Is there not a desire in your heart to see this city? In setting the date of your visit, there is only one point to be remembered, and it is this—there is only one "Last West." If you postpone your trip, thousands of others will not.

Compliments of the

Hundred Thousand Club

Of Calgary

R. J. HUTCHINGS, President

C. P. McQUEEN, Vice-President

Objects of the Club are, to make Calgary the foremost city in the West, both commercially and industrially, to induce manufacturers and capitalists to locate here and thus increase the population to 100,000.

For further particulars regarding our city and its advantages, write

Charles H. Webster, Secretary, Hundred Thousand Club

706a Centre Street

Calgary .:. Alberta .:. Canada